

F-3-97
Lewistown Survey District
Lewistown
Public and private

1815-ca. 1943

Lewistown's survey district is centered on the crossing of Hessong Bridge Road over Fishing Creek and the areas on both the north and south sides of the creek and west of Hessong Bridge Road, the location of the 1815 town plan established by Daniel Fundenburg. The plan included 204 lots arranged along the banks of the creek and a parallel mill race. In about 1824, John Brien built saw and grist mills near the creek crossing and the town began to develop north of the mills and along the present Powell Road where the first school and church were located. The town never reached the full development of Fundenburg's plan, but its existing resources reflect its slow growth through the 19th century and its moderate increase in size and architectural diversification caused by the arrival of the electric trolley line in 1910-1911. The early period of growth is typified by the former Clem Hotel, 11020 Hessong Bridge Road, the circa 1840 schoolhouse at 11031 Powell Road, the Schlosser-Ramsburg House at 10940 Hessong Bridge, and the log structures at 11039 Powell Road and 7212 Fish Hatchery Road. With the increased availability of scroll saws and other specialty tools, decorative details such as those of 11128 Hessong Bridge Road became more common. The early 20th century brought an increased use of brick and concrete block, as seen in the Palmer House, 11106 Hessong Bridge, the service station near the Clem Hotel, and the Four Square houses at 10929 and 10931 Hessong Bridge. The bungalow type is also present in 11202 and 10927 Hessong Bridge. Currently primarily residential in character, the town's economic life is represented by the 1860's Green Store, 11027 Hessong Bridge, and the former 1930's tourist cabin now a convenience store, Martin's Grocery at 11204 Hessong Bridge.

F-3-97
Lewistown Survey District
Lewistown
Frederick County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Piedmont
(Harford, Baltimore, Carroll, Frederick, Howard, Montgomery
Counties, and Baltimore City)

Chronological/Development Period:
Agricultural-Industrial Transition, A.D. 1815-1870
Industrial/Urban Dominance, A.D. 1870-1930
Modern Period, A.D. 1930-Present

Prehistoric/Historic Period Themes:
Architecture, Landscape Architecture and Community Planning
Economic (Commercial)
Religion
Social/Educational/Cultural
Transportation

Resource Types:

Category: District

Historic Environment: Village

Historic Function and Use:
Domestic/single dwelling/residence
Domestic/secondary structure/smokehouse
Domestic/secondary structure/garage
Domestic/hotel/hotel
Commerce/Trade/department store/general store
Education/school/schoolhouse
Religion/religious facility/church
Agriculture/Subsistence/animal facility/barn
Transportation/rail-related/streetcar line
Transportation/rail-related/train depot

Known Design Source: None

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Magi No.

DOE yes xno

1. Name (indicate preferred name)

historic Lewistown Survey District

and/or common

2. Location

street & number _____ not for publication _____

city, town Lewistown _____ vicinity of _____ congressional district 6thstate Maryland _____ county Frederick

3. Classification

Category	Ownership	Status	Present Use	
<u>x</u> district	_____ public	<u>x</u> occupied	_____ agriculture	_____ museum
_____ building(s)	_____ private	<u>x</u> unoccupied	<u>x</u> commercial	_____ park
_____ structure	<u>x</u> both	_____ work in progress	<u>x</u> educational	<u>x</u> private residence
_____ site	Public Acquisition	Accessible	_____ entertainment	<u>x</u> religious
_____ object	_____ in process	_____ yes: restricted	_____ government	_____ scientific
	_____ being considered	_____ yes: unrestricted	_____ industrial	<u>x</u> transportation
	_____ not applicable	_____ no	_____ military	_____ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Multiple property owners

street & number _____ telephone no.: _____

city, town _____ state and zip code _____

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse _____ liber _____street & number 100 W. Patrick Street _____ folio _____city, town Frederick _____ state MD 21701

6. Representation in Existing Historical Surveys

title _____

date _____ federal _____ state _____ county _____ local _____

pository for survey records

city, town _____ state _____

7. Description

Survey No. F-3-97

Condition		Check one	Check one
<input checked="" type="checkbox"/> excellent	<input checked="" type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

CONTRIBUTING RESOURCE COUNT: 60

The Lewistown Survey District is centered on the central portion of the village of Lewistown, which was laid out in 1815 and developed slowly through the 19th and early 20th centuries along the Frederick-Emmitsburg Turnpike (now Hessong Bridge Road) at the crossing of Fishing Creek, about 3 miles north of Frederick (City), Frederick County, Maryland. The principal portion of the survey district is located on the east and west sides of Hessong Bridge Road north of Fishing Creek, and along Fish Hatchery and Powell Roads, which intersect Hessong Bridge Road from the west. The abandoned route of the Hagerstown and Frederick (H&F) Railway interurban trolley runs through the survey district from the southwest and forms the eastern boundary of the district as it swings toward the north to parallel Hessong Bridge Road. A fourth road, Lewistown Road, meets Hessong Bridge Road from the east near the southern edge of the survey district, but has no resources within the district. The district is primarily residential, with two small stores in contributing structures and a trucking company in a non-contributing building. A non-contributing modern elementary school is also in the district and an antique/auction business operates in the former H&F depot. The district contains approximately 65 structures, of which 54 (83%) contribute to its significance. One of the dwellings is a former general store of the mid and late 19th century, another is a circa 1840 schoolhouse, and one is a hotel of about 1827-1850. Associated with several of the dwellings are numerous small outbuildings, usually summer kitchen and smokehouses, small sheds and storage buildings, and at least two barns. The 1857 Lewistown Methodist Protestant Church is the only religious structure in the district. Although not identified in this survey because of heavy foliage growth, a potential archeological site at the location of the two mills on Fishing Creek just west of the present bridge is probable. The former mill race running north of and paralleling the creek is still a clearly visible, although overgrown, landscape feature in the southwestern section of the district. A War Memorial, first dedicated after World War I and later rededicated to subsequent war veterans, is located near the north end of the school property.

The general condition of the buildings is good, although a few are very deteriorated. Most have been altered with replacement windows, doors, modern roofing and siding materials, and additions to the rear elevations. The predominant structural material is log and wood frame with stone foundations. The church and the 1840 schoolhouse are brick and brick or stone respectively. Only a few of the earlier dwellings are brick. Some of the smokehouses and summer kitchens are also brick or stone. Concrete block and brick are more common in the early 20th century buildings, which include a circa 1930 service station near the former hotel and a tourist cabin, now used as a store, the remnant of an early 20th century travelers' lodging group.

The architectural styles and types represented in the district are mostly vernacular in origin, principally based on the German rural farm dwelling found throughout Frederick County from the mid-18th to the early 20th century. Most are one or two stories with a perpendicular rear wing. Some are 1-1/2 stories and o

(Continued on separate sheet)

8. Significance

Survey No. F-3-97

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1815 - Ca. 1943

Builder/Architect

check: Applicable Criteria: ☒ A ☐ B ☒ C ☐ D
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

The Lewistown Survey District is a good representative of community planning of the first quarter of the 19th century in Frederick County, its plan recorded in 1815 by Daniel Fundenburg being an ambitious grid of 204 lots superimposed on the crossing of Fishing Creek by the Frederick-Emmitsburg Turnpike. A mill dam and race were already in place, because the lots are laid out in orientation to its verges. In about 1824, John Brien, the proprietor of Catoctin Furnace, built a saw mill and a grist mill close by the creek crossing and the town began to develop in earnest, although it never achieved the extent of Fundenburg's vision. The 1873 Titus Atlas map of Lewistown is essentially the 1815 plan and shows that, after almost 60 years, the town was still a scattering of houses and small shops, two or three stores, a hotel, a Methodist Protestant church, a colored church, a school, and the two mills. Development was generally in two clusters, north of the mills along "Federal Street", the turnpike route, now Hessong Bridge Road, and along the south side of the present Powell Road near the original sites of the church and the school. Lewistown remained virtually unchanged from 1873 to about 1910 when the long-planned rail link of the Washington, Frederick, & Gettysburg Railroad through Lewistown was built. Within three years, the steam railroad was merged into the booming electric trolley network which became the Hagerstown & Frederick Railway. As with other small towns on the trolley line not already served by railroads, Lewistown began an immediate, if modest, surge in growth. The result was an increase in the number of dwellings in the town and especially a change in the architectural styles and construction methods. The competing automobile proliferation at the same time that the trolley line reached its peak also resulted in visible changes to the town, principally in the construction of a service station and a travelers' lodging group, an early motel, which has since been demolished. Lewistown's general character did not change from about the early 1940's to the early 1970's, when the construction of U.S. 15 took auto traffic off the former turnpike route, causing the closure of the motel and the remaining general stores. The town has since become a primarily residential community, with most residents commuting to other towns and cities for work.

Lewistown is also significant for the range of architectural styles in the survey district, which reflect the development periods stated above. Most are vernacular log buildings with considerable exterior surface and detail alterations,

(Continued on separate sheet)

9. Major Bibliographical References

Survey No. F-3-97

Bond, Isaac. Map of Frederick County, 1858.

Buhrman, Mrs. Edna. History of Utica. Manuscript prepared for Utica Reformed Church ca. 1975, held by Mrs. Buhrman.Harwood, Herbert H., Jr. Blue Ridge Trolley: The Hagerstown & Frederick Railway. San Marino, Ca.: Golden West Books, 1970.

(Continued on separate sheet)

10. Geographical Data

Acreage of nominated property 68 acresQuadrangle name Catoctin Furnace, Md.Quadrangle scale 1:24000

UTM References do NOT complete UTM references

A

Zone	Easting		Northing						

B

Zone	Easting		Northing						

C

--	--	--	--	--	--	--	--	--	--

D

--	--	--	--	--	--	--	--	--	--

E

--	--	--	--	--	--	--	--	--	--

F

--	--	--	--	--	--	--	--	--	--

G

--	--	--	--	--	--	--	--	--	--

H

--	--	--	--	--	--	--	--	--	--

Verbal boundary description and justification

Approximately 68 acres as shown on attached quadrangle section map.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Janet L. Davis, Historic Sites Surveyororganization Frederick County Planning & Zoning Dept. date March 1993street & number 12 E. Church Street telephone 696-2958city or town Frederick state MD 21701

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORIC SITES
DHCP/DHCE
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2000
(410) 760-7600

7.1 Description (Continued)

has an exterior stone and brick chimney. Decorative features are few, mostly confined to corner blocks at window and door openings and dentil moldings on cornices. By the late 19th century, turned columns are more common on porch supports and german siding, arched window frames, transoms, and sidelights become typical features. In the early 20th century, the Four-Square type, the Colonial Revival style, and the Bungalow type became common and are represented in the Lewistown district, along with the use of concrete block.

Following are brief descriptions of the most important and representative buildings in the survey district:

Clem Hotel, 11020 Hessong Bridge Rd.: The two-story log building has asphalt shingle siding and at least two apparent construction periods. The southeast elevation has five irregularly spaced bays with three entrances on the first story under a porch which crosses most of the facade. The gable roof is standing seam metal with a large chimney rising between the second and third bays from the south. A smaller interior end chimney is located at the north gable end. The windows are 2/2 with replacement shutters. A two-story rear wing extends from the northwest corner. The building is identified on the 1858 and 1873 maps as a hotel, but it was probably converted to private residential use in the early 20th century after the closing of the mill. George H. Clem was the proprietor and owner from 1857 to about 1900. The building's date is probably about 1827-30 in its earliest section.

Service station: Immediately north of the Clem Hotel is a one-story rusticated concrete block service station probably built in the 1920's or early 1930's to serve the increasing automobile traffic in that period along the Frederick-Emmitsburg road. It has a stepped parapet on the east elevation above a wide doorway to the service bay, flanked by an addition on the north. The addition has german siding and continues the stepped parapet of the concrete block structure. The doors are tongue-and-groove in the block section and the window opening between the bay entrance and the addition contains a pair of segmental arched windows. The low gable roof of the building is standing seam metal and the main walls behind the facade are plain concrete block.

Hagerstown & Frederick Railway Depot, southwest corner of Hessong Bridge and Powell Roads: The two-story frame building was erected about 1910-1911 by Daniel Snook, who obtained a contract to build the station, a warehouse, and a post office from the Frederick Railroad Company, one of the interim names of the interurban electric railway company which became the Hagerstown & Frederick Railway in 1912-1913. Snook was appointed postmaster in Lewistown in January 1911. The depot is a long rectangular building with the principal entrance in the northeast gable end under a cantilevered porch roof. The windows are functionally placed along both sides of the building, roughly in three bays, and have 2/2 sash. The roof is standing seam metal with a central brick chimney. The exterior is covered with german siding. A one-story freight building adjoins the main structure on the southwest. The building's orientation reflects the direction of the railroad tracks at this point, which were removed after the line's closing in the 1950's, but the right of way is

7.2 Description (Continued)

still clearly visible with regularly spaced power line poles marking its route through the Monocacy Valley from Frederick to Thurmont.

1840 Schoolhouse, 11031 Powell Road: The one-story gable facade building has a stuccoed exterior, probably concealing stone or brick walls. It has three bays on the north elevation with the entrance in the center bay. A one-story porch with brick piers shelters the facade. The roof is covered with standing seam metal and a center chimney rises from the ridge. The east and west elevations had three original bays and 9/6 windows with louvred shutters survive on the windows openings. A one-story addition, perhaps a summer kitchen built after the building was converted to residential use in 1870, adjoins the southeast corner and obscures one of the original three bays on that side.

Lewistown Methodist Protestant Church, 11032 Hessong Bridge Rd.: The brick church was originally built in 1857 and substantially remodeled in 1890, according to the datestone at the northeast corner. The remodeling probably included the addition of the present bell tower which projects from the center of the east gable end with a bellcast upper section covered with decorative wood shingles. The open bell chamber has pendants and a plain railing. The bell tower roof is wood shingles and the main roof of the church is composition. The base of the tower contains the entrance with modern double entry doors. The transom is a Gothic arch with stained glass. The sides of the tower also have Gothic stained glass windows. The north and south elevations of the church have rectangular window openings, three on each side, with early 20th century stained glass windows. At the west gable end is a vinyl-sided projection containing the altar recess. On the north elevation is a 1970 education wing. The 5:1 brick walls have been sandblasted and repointed, probably within the period 1970-1985. The M. P. Church, now the United Methodist Church, is the only religious building remaining in the survey district, an earlier M.P. church on Powell Road having been demolished in the early 20th century, after serving as an African-American church from about 1857.

Green Store, 11027 Hessong Bridge Rd.: The former Joseph Green general store, built about 1860-1870, is a two-story rectangular building on the east side of Hessong Bridge Road. It may have both log and frame structure within its elongated form, now covered with white brick-patterned veneer. The building has the typical form of a combination store and residence, with the projecting former display windows of the store still in place at the north end of the building. The irregular spacing of the window bays and the off-center chimney further underscore the dual original use. A one-story porch crosses the entire west elevation, with plain square posts undoubtedly replacing the original turned columns. The roof is corrugated metal. The building is currently in residential use. Joseph D. Green (1842-1906), a Union Army veteran disabled at the Battle of the Wilderness, apparently built the store section, possibly on an existing structure. He ran the store for several years, selling it to A. N. Cramer, whose name is more closely identified with the store in the early 20th century. The exact date of its closure is not yet known, but probably coincided with the rise in automobile use after World War II, which took former customers to Frederick and Thurmont for shopping.

7.3 Description (Continued)

Martin's Grocery, 11204 Hessong Bridge Rd.: The one-story frame structure now used as a convenience store was once a tourist cabin, one of several which stood in a rough semi-circle west of the store's present location from the 1930's to the 1960's. When the traffic on Hessong Bridge Road was shifted to Md. 15 west of Lewistown, the tourist cabins deteriorated from neglect and were eventually demolished, except this building which was moved near the road and converted to a small store. It has a composition-covered hipped roof and asbestos shingle siding. The windows are 2/2 and the modern plate glass door is located off-center in the east elevation under a shed porch. Extensions for storage have been added to the rear of the building. The interior is almost completely altered, with shelves covering most of the interior wall surfaces.

10927-10931 Hessong Bridge Rd.: This group of three early 20th century dwellings exemplifies the typical architectural styles and types of the period. The southernmost, 10927, is a 1-1/2 story bungalow with a brick veneer first story and stucco on the upper story. The gable roof has extended eaves and brackets on the north and south elevations and a gabled dormer projects above the integral porch on the west elevation. The porch columns are tapered and paneled with a brick base. The northern two houses are Four Squares, with hipped composition roofs with dormers on the west side, one-story porches and two-bay facades. The northern of the two, 10931, has rusticated concrete block walls with lighter colored quoins. The other house is brick. No. 10931 was built about 1920 and the other two houses were erected about 1930-1936.

Schlosser-Ramsburg House, 10940 Hessong Bridge Rd.: The two-story log house was built about 1830-1850 and has vinyl and aluminum siding with an altered main elevation featuring a modern bay window and a replacement door. The one-story porch has dentil molding and square piers. The windows are 6/6 and the roof is standing seam metal. Interior end chimneys are at both gable ends. A much-altered rear wing with an extended and partially enclosed two-story porch faces south. According to the 1858 map, the house was owned by George Schlosser, who had a tanyard just south of the house. In 1870, it was purchased by Alexander Ramsburg, who was much later one of the promoters of the Washington, Frederick, & Gettysburg Railroad, which was merged into the H&F trolley system in 1909.

Valentine House, 11028 Hessong Bridge Rd.: Located immediately west of the M.P. Church, the Valentine House is a 1-1/2 story log dwelling with three bays and a one-story porch on the south elevation. A formerly free-standing summer kitchen is attached to the west elevation by means of a modern infill section. The house has modern artificial siding and two entrances, both with glazed panel doors. The windows are 2/2 and the half story has small square horizontally sliding windows just below the eaves. The house may date from about 1830 and is shown on both the 1858 and 1873 maps. In 1873, it was owned by J. Valentine.

J. C. Derr House, 11026 Hessong Bridge Rd.: The Derr House is one of the few early brick dwellings, built about 1820-1830 on the north edge of the mill race about 75 yards west of Hessong Bridge Road. It has 1-1/2 stories with a flemish bond south elevation and four bays. A one-story porch with square

7.4 Description (Continued)

posts is probably a replacement of an earlier porch. The windows are 1/1 with small sliding windows on the half story level. The openings have plain lintels. A three-light transom is located above the doorway. The roof is covered with modern composition. The exterior walls are painted green. A two-story brick rear wing extends from the northwest corner and has a two-level open porch with replacement iron columns on the east side. The house was probably built for the manager of the grist and saw mills, built about 1824 by John Brien, later operated by Frederick Schley and John C. Derr. On the 1858 map, the house is noted as "H. Eaton", possibly the mill's manager at the time. In 1873, the owner is shown as J. C. Derr.

11039 Powell Road: This log house has been much altered on the exterior, but was probably built about 1820-1840. It has an exterior brick and stone chimney on the east gable end and a modern two-story addition on the southeast and south elevations. The exterior is covered with asbestos shingle siding and the roof is standing seam metal. The north elevation has three bays on the first story and two on the second, with 2/2 sash and a one-story porch with replacement posts. It is the only dwelling in the survey district with an exterior stone chimney, a typical feature of vernacular log dwellings in the first half of the 19th century.

7212 Fish Hatchery Road: This building is also a typical vernacular dwelling of the mid 19th century. It has two stories with a three-bay first story and a two-bay second story. The center bay is occupied by double entrances, a common feature of German houses in the 18th and 19th centuries. A one-story porch with Tuscan columns, a late 19th or early 20th century replacement, is on the south elevation. The windows are 6/6 with louvred shutters.

11118 and 11120 Hessong Bridge Rd.: These two dwellings are probably log structures, with later siding. No. 11118 has german and modern artificial siding and three bays with a one-story bracketed porch, 2/2 sash, and louvred shutters. The original interior end chimneys have been removed and a modern exterior brick chimney is on the north end. The roof is corrugated metal. Several frame outbuildings are located behind the house, including a smokehouse, a chicken house, and a garage. No. 11120 has german siding and a three-bay east elevation which features paired windows in the center bay of the second story. It also has a bracketed porch with turned columns. The sash is 2/2 and the roof is standing seam metal with interior end chimneys. One of the few barns remaining in the he district is located to the rear of the property, along with several other frame outbuildings. The two houses are typical of the mid 19th century period of Lewistown's development and suggest its rural farming roots in their surviving outbuildings.

11128 Hessong Bridge Rd.: This frame house has a cross gable and five bays with vinyl siding probably covering the original german siding. A one-story porch with turned columns, brackets, and a scroll-sawn zig-zag frieze crosses the east elevation. The center entrance has a transom and sidelights. The replacement sash is 1/1 and the roof is patterned slate. This is a good example of the late 19th century in architectural style, with its varied textural surfaces, decorative trim, and larger proportions than the early 19th century structures.

7.5 Description (Continued)

Palmer House, 11106 Hessong Bridge Rd.: This 2-1/2 story Colonial Revival style house is another of the few brick historic structures in the district and is also a good representative of the early 20th century's melding of many architectural influences. It was built about 1915-1916 by G. Lloyd Palmer, a prominent educator in Frederick County and the founder of the Emmitsburg High School. It has a large slate gable on the east elevation above a three-bay facade with paired 6/1 sash in segmental arched frames. A one-story veranda extends on the east and north elevations with a projecting entrance pediment. The doorway has a fanlight and sidelights. On the south elevation is an enclosed sun room. The cornice has widely spaced brackets. A two-story porch is located at the southwest corner. A separate brick garage behind the house has a slate hipped roof.

11202 Hessong Bridge Road: This 1-1/2 story stucco bungalow was built about 1930 and is distinguished by the first story veranda with Gothic arches on three sides. Above the porch on the east elevation is a shed dormer with 9/1 sash. The first story has three bays with a projecting bay and a doorway with transom and sidelights. A narrow 9/1 window is located in the center bay in both the first and second stories.

War Memorial: The War Memorial located on the elementary school grounds is a large stone with bronze tablets listing the Lewistown district's war veterans from the First and Second World Wars. It was probably dedicated in the early 1950's. In recent years, separate smaller stones have been placed in front of the original block with the names of Korean and Vietnam War participants.

Dates for the survey district's resources are based on historical maps, land records, architectural details and types, genealogical research by Margaret G. Lebherz, historical research and memoirs by Edna Buhrman, and published county histories.

8.1 Significance (Continued)

leaving the general forms and their orientation to the historic street plan relatively intact. The infrequent use of brick prior to the early 20th century may reflect the economic stagnation of most of the 19th century, as also suggested by the lack of extension of development over the original plan. The building of bungalows, Four Squares, and the increased use of brick are indicative of the seminal effect of the rail and automobile linking of Lewistown to other towns where designed plans and materials of manufactured origins could be obtained.

Lewistown Survey District
Frederick County

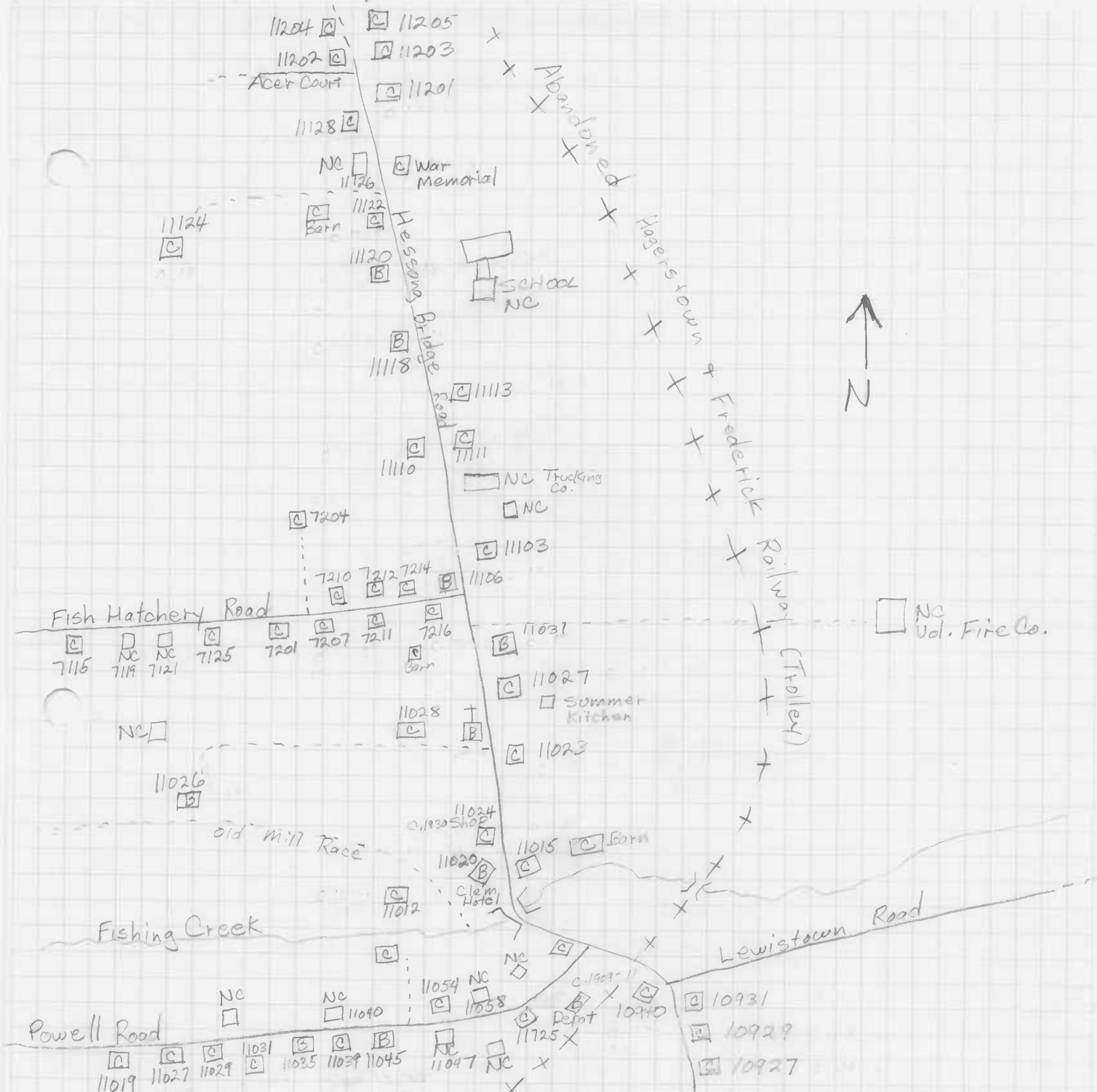
SURVEY No. F-3-97

9.1 Bibliography (Continued)

Land Records of Frederick County

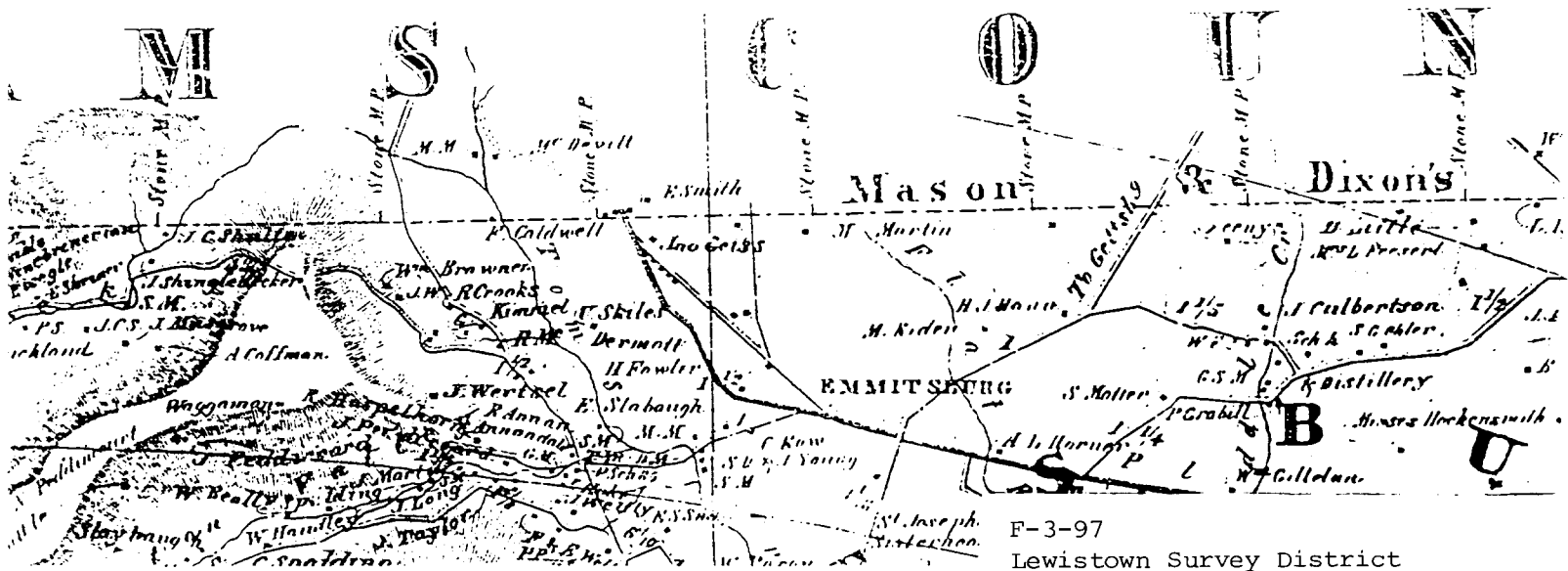
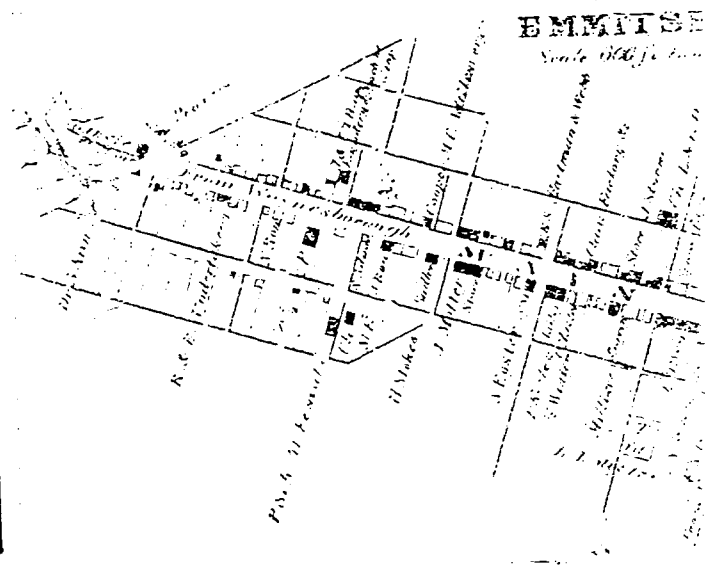
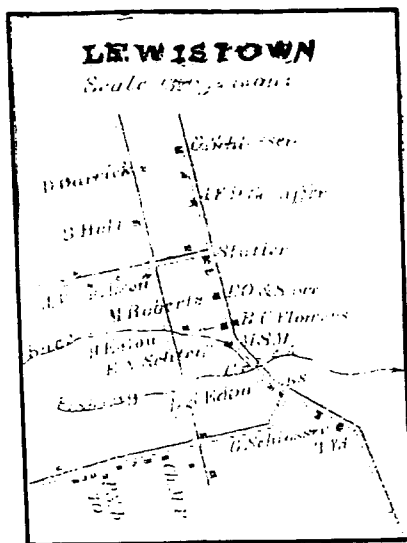
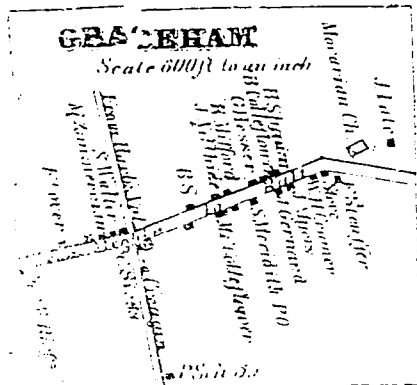
Lebherz, Margaret G. The Greens of Lewistown. Genealogy provided by Mrs.
Clifford E. Green, Lewistown

Titus, C.O. Atlas of Frederick County, 1873



F-3-97
Lewistown Survey District
Frederick County

Janet Davis
October 1992
Not to Scale



F-3-97
Lewistown Survey District
Frederick County
Isaac Bond, Map of Frederick
County, 1858

PETERSVILLE

(Petersville Dist)

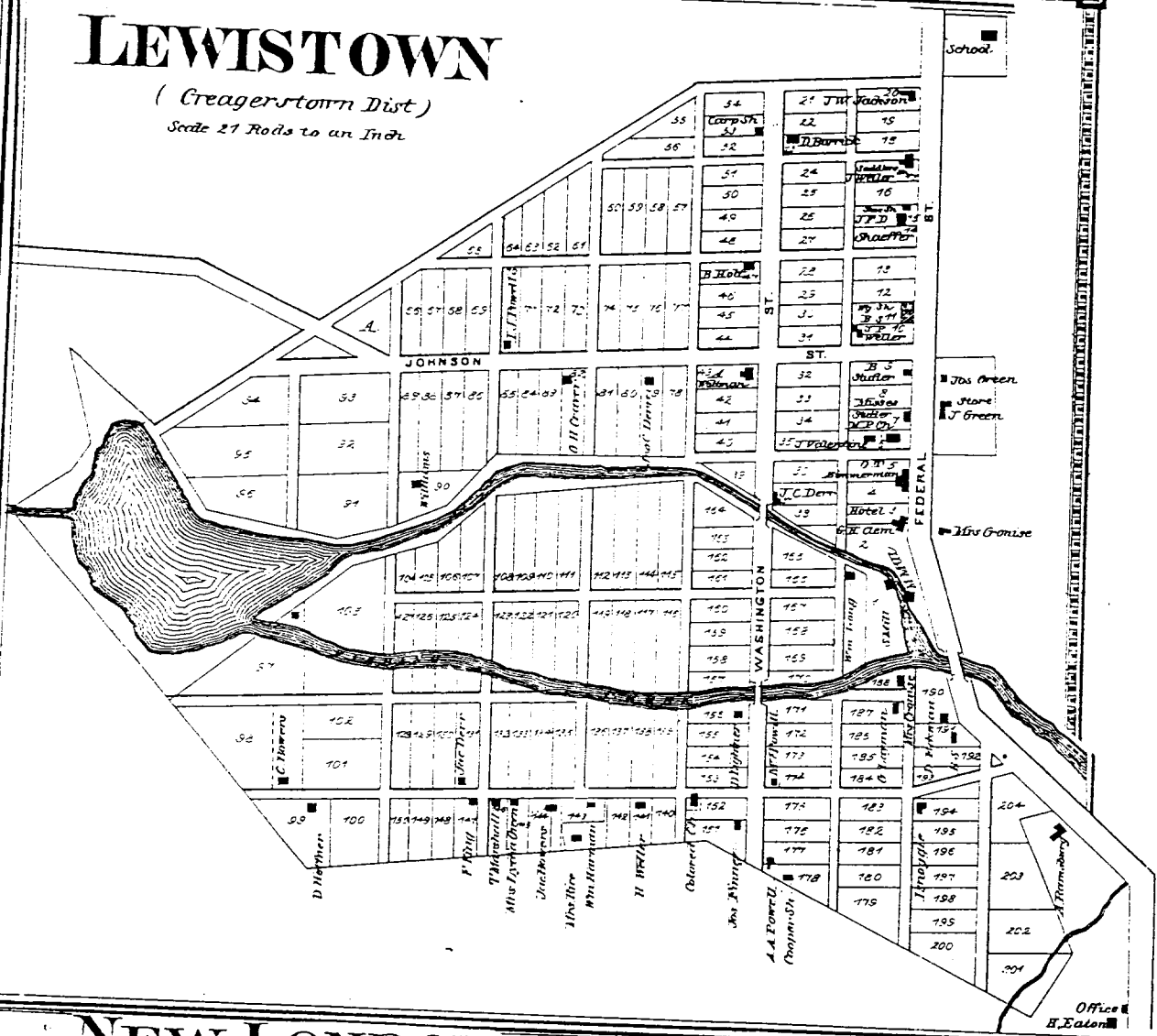
Scale 30 Rods to an Inch

Wm Hillery
 A Allen
 Fletcher
 N Fletcher
 Jackson
 66 Galloway
 Robinson
 Wm Hillery
 A Allen
 Fletcher
 N Fletcher
 Jackson

LEWISTOWN

(Creagerstown Dist)

Scale 27 Rods to an Inch



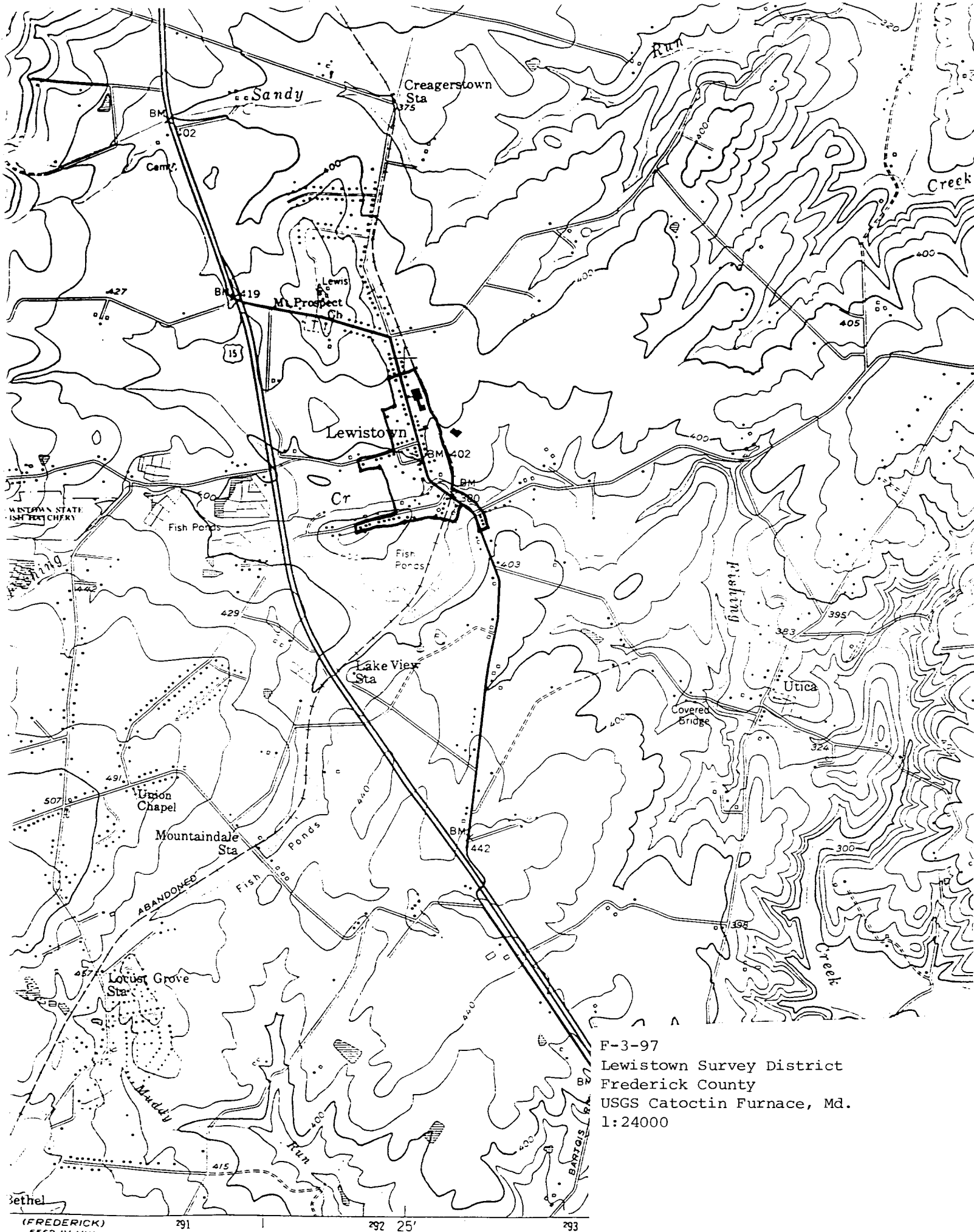
NEW LONDON

(New Market Dist)

Scale 20 Rods to an Inch



F-3-97
 Lewistown Survey District
 Frederick County
 C.O. Titus, Atlas of Frederick
 County, 1873



F-3-97
Lewistown Survey District
Frederick County
USGS Catoclin Furnace, Md.
1:24000

SCALE 1:24000



F-3-97

Lewistown Survey District

Frederick County

Photo: Janet Davis

October 1992

Neg loc.: Md. SHPO, Crownsville, Md.

10931-10927 Hessong Bridge Road (L to R) view
from northwest

1/22



F-3-97

Lewistown Survey District

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

10940 Hesseong Bridge Road, east elevation

2/22



F-3-97

Lewistown Survey District

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO Crownsville, Md.

Eckman House, N.W. corner Hessong Bridge and
Powell Roads, east elevation

3/22

HOBBS AUCTION 
516-7224



F-3-97

Lewistown Survey District

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

H & F Railway Depot, Northeast corner view

4/22



F-3-97

Lewistown Survey District

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.. Md. SHPO, Crownsville, Md

Flowers - Cronise barn, east of dwelling,
11015 Hessong Bridge Road, south elevation

5/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

Clem Hotel, 11024 Hessong Bridge Road,
southeast elevation

6/22



F-2-97

Lewistown Survey District

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

Service station, north of 11024 Hessong Bridge Rd.
East elevation

7/22



F-3-97

Lewistown Survey District

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPD, Crownsville, Md.

Lewistown Methodist Protestant Church and

Valentine House, 11028 Hessong Bridge Road,
South elevations

8/22



F-3-97

Lewistown Survey District

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md SHPO, Crownsville, Md.

Schley-Derr House, 11026 Hessong Bridge Road

South elevation

9/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

Green's Store, 11027 Hessong Bridge Road,
west elevation

10/22



Lewistown Survey District

F3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPD, Crownsville, Md.

View north on Hessong Bridge Rd. from 11027

11/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

Palmer House, 11106 Hessong Bridge Road,
east elevation

12/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

11113 Hessong Bridge Road, southwest corner
view

13/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPD, Crownsville, Md.

11118 and 11120 Hessong Bridge Road (L to R)

view from northeast

14/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

11128 Hessiong Bridge Road, east elevation

15/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

11202 Hessong Bridge Road, east elevation

16/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

Tourist cabin/store, east elevation

17/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

11039 Powell Road, east elevation

18/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

1840's schoolhouse, 11031 Powell Road, northeast
corner view

19/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville Md.

View east on Powell Road from 11031 vicinity

20/22



F-3-97

Lewistown Survey District

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

7212 Fish Hatchery Road. South elevation
21/22



Lewistown Survey District

F-3-97

Frederick County

Photo: Janet Davis

October 1992

Neg. loc.: Md. SHPO, Crownsville, Md.

View west on Fish Hatchery Road from
vicinity of Hessong Bridge Road

22/22